

**Opening Statement of Chairman Fred Upton  
Markup of H.R. \_\_\_\_\_, the Jobs and Energy Permitting Act, and H.R. 1705, the  
Transparency in Regulatory Analysis of Impacts on the Nation Act of 2011.  
Subcommittee on Energy and Power  
May 24, 2011**

Today's markup addresses two significant and bipartisan bills in our American Energy Initiative – the Jobs and Energy Permitting Act and the TRAIN Act.

Americans are facing major economic threats – some factors are outside our control, but others are completely self-imposed. Two of these threats are the continued rise of gasoline prices and the Obama administration's regulatory assault on manufacturing and energy production. With these bills, the Committee is answering the call of American households and businesses that are tired of watching the federal government get in the way of economic recovery.

The bipartisan Jobs and Energy Permitting Act, led by Mr. Gardner and Mr. Green, will provide the regulatory certainty for offshore oil exploration that is so utterly lacking today. In the case of Shell Oil's effort to produce oil off the coast of Alaska, permits have yet to be approved after languishing five years at the EPA. Gasoline costs over a dollar-per-gallon more today than it did one year ago, yet this administration continues to stand in the way of domestic energy production.

The Gardner-Green bill will end the neverending circuit of permits, reviews, and appeals created by EPA's current system for offshore drilling permit approval. Production off the coast of Alaska could make enormous strides to increase supply and bring down prices, decrease our foreign oil imports, refill the declining Trans-Alaska Pipeline, and create tens of thousands of jobs. Yet EPA insists on holding up development of this resource that holds such great potential for our economy and national security. The Jobs and Energy Permitting Act will streamline EPA's process and force it to make decisions on permits in a timely manner. This is common-sense legislation that should be approved by this panel and eventually the whole House.

The bipartisan TRAIN Act, introduced by our colleagues Mr. Sullivan and Mr. Matheson, ensures the federal government takes into account the cumulative impacts of proposed regulations for our economy. It seems obvious that the federal government would consider the consequences of its rules before imposing them, but anyone who has followed the actions of the EPA over the past two years has seen what happens when such a law is not on the books.

With the TRAIN Act, we are not shutting down operations at the EPA. We are not nullifying any of their regulations. We are simply asking for a more holistic study of the economic impacts of EPA regulations. Without thoughtful consideration and deliberate application, certain regulations have the ability to shut down businesses, destroy jobs, and increase the price and availability of energy.

I am pleased these two bills before the subcommittee today carry bipartisan sponsors. I announced at the beginning of this Congress that bipartisan bills and amendments would be the first to be recognized in this Committee. Fortunately each of the bills we have moved so far in

this subcommittee fulfills this charge. I thank our colleagues for their hard work and commitment to helping ease regulatory burdens and bring down the cost of energy.